

SPORTING EDITOR.....Harry Boscher  
RACING.....Francis Trevelyan  
YACHTING.....Duncan Curry

# SPORTING NEWS TOLD BY EXPERTS.

## JOURNAL'S FORECAST OF SHAMROCK'S LINES PERFECT.

If Either Yacht Is Interfered  
with the Remaining Races  
May Be Sailed Privately.

JUST why there has been so much mystery about the form of the underbody of the Shamrock is hard to tell. She is not a freak in any particular, and, as a matter of fact, the Journal published photographs months ago that showed the features and peculiarities of the yacht.

The cup hunter was floated into the big Boston dry dock at Erie Basin yesterday, and a goodly number of spectators watched the water recede from her rounded sides and then from her leak, deep fin, attached to which is the lead mine that will counteract the effect of her enormous spread of sail.

There were few spectators in the ship yards at 11 o'clock, at which hour the water began to pour through the sluices in the gate of the dock. Forty minutes later the pontoon was swung open, and the Shamrock was floated in and warped directly over the keel blocks that had been prepared for her reception.

At 12:40 she rested on the keel blocks in 21 feet 6 inches of water, and at 4 o'clock the pumps had cleared the dock, and the yacht was high and dry.

At a joint meeting of the Cup Committee of the New York Yacht Club and a committee representing the Royal Ulster Yacht Club yesterday some slight changes in the conditions agreed upon last year were announced.

A warning was issued to excursion boats.

It was agreed that in case of interference the remaining races might be sailed in private.

### RESULT OF YACHT RACE DEPENDS ON THE WEIGHT.

BY THOMAS FLEMING DAY,  
Editor of the Rudder.

THE falling waters of the dock revealed nothing startling, but much that was interesting and beautiful.

Those who expected to see something novel were disappointed, for in every way Shamrock is simply a modern racer.

She is a boat of the semi-fn type, and is of the same family as have been all the cup defenders and challengers since the time of Thetis.

As the water fell away exposing strake after strake of bronze plating, it was seen that Shamrock had, like all her designer's creations, an almost perfect under-water form.

It was a form that at first disappointed you, especially as it gives to the eye no startling or novel feature, but the longer you gazed upon it the more you recognized its beauty and perfection.

As the bilges cleared it was apparent that they dropped deeper than those of Columbia, but in the inward sweep lifted higher, hollowing considerably in the garboards.

As the water went lower, exposing the upper part of the fin, the onlookers were for the first time astonished.

From the alleged designs that have been published it was thought that the fin was short, like that of Columbia, and that it dropped with an almost perpendicular fore edge.

To the contrary, Shamrock's fin is comparatively long, and its fore edge sweeps up into the fore body in two beautiful curves.

The after edge, on which hangs the rudder, is at an angle of 45 degrees, an inconsiderable angle, but compared with some of Mr. Fife's earlier designs.

Somewhat like the Defender.

In the after over-water body Shamrock resembles Albatross, but below is much finer and lighter.

Forward there is much to remind you of Defender in the same way, but as all these modern boats are very close, it is possible to find a resemblance to any of them if you look close enough.

The yacht's quarters are extremely heavy and ugly, and the stern looks to be a bad match for the bow, not being carried out long and light enough to balance it.

From the point of the greatest beam forward the vessel is perfect. Both above and below the water line in this portion she is a masterpiece of design.

The lead is cast in the shape of a cylinder, having a cross section of about three feet by three feet, slightly bulging at the sides and U-shaped on the bottom.

The upper part of it is enclosed by the lower plates of the fin, into the recess of which it runs up for about eighteen inches. This bolt is about thirty-four feet long on top, thirty feet on the bottom and some three inches thick.

It tapers fore and aft, the fore edge flaring out and turning up to fall gracefully into the fin's fore portion.

Shape of the Fin.

The fin is longer, deeper and thinner than Columbia's, and the amount of lead swung on it is decidedly less.

This is the only remarkable thing about Shamrock. In fact, the only thing that distinguishes her from any other is the evident lightness of the whole fabric.

Despite her larger midship section, it is doubtful if her wetted surface exceeds that of Columbia, and her displacement is evidently no greater.

Her fore body is long, light and magnificent.

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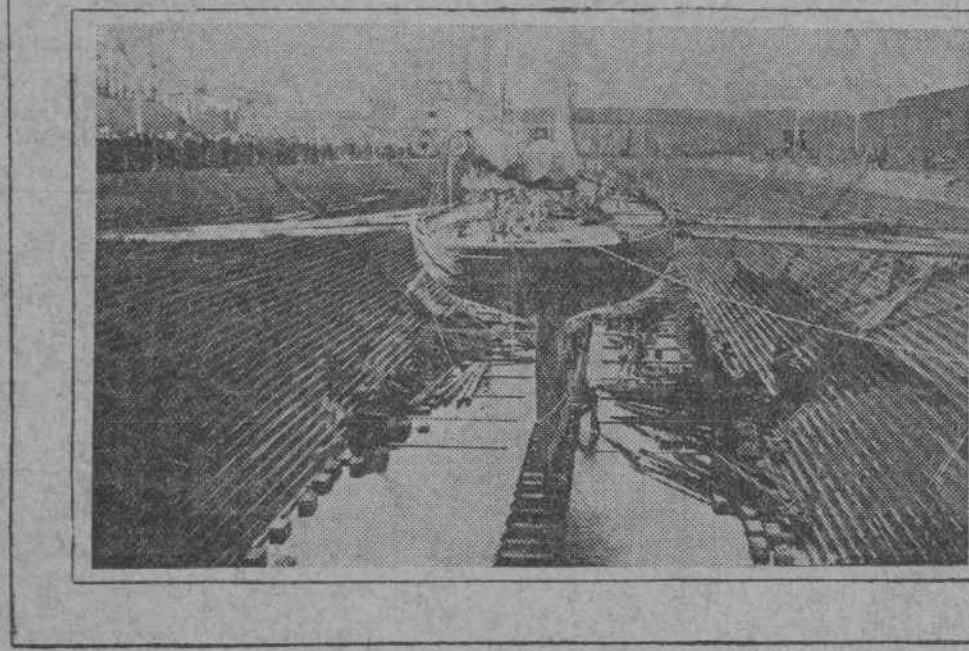
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Shamrock Looking Forward.

### CAPT. HANK C. HAFF SAYS THE SHAMROCK IS THE BEST BOAT THAT EVER CROSSED THE ATLANTIC.

By Capt. Hank C. Haff.

AFTER seeing the Shamrock "dry dock," I have come to the conclusion that she is the best boat that has ever crossed the Atlantic in quest of the America's Cup.

She is a far better looking boat than the Valkyrie III, and resembles Defender in many particulars.

She has not the flat floor and hard bilge that I expected to see, but on the contrary has a remarkably easy bilge, giving her a large underbody.

This, of course, gives her considerable sail carrying power, but at the same time makes that much more body to push through the water.

She also has very good ends, but it seems to me that neither bow nor stern is drawn out sufficiently fine to get the best results.

Her forward overhang is somewhat shorter than Columbia's, thus shortening her sailing length when heeled over as compared with Columbia.

Her greatest breadth of beam is quite well at the main rigging—in fact, about where the masthead backstay strikes the deck. From there aft she is drawn in quite sharply, which makes her carry a big quatering wave.

Her keel is slightly rockered, the forward end being cut up about two feet. This, while it will not hurt her "holding on" qualities, will make her turn easier and quicker in stays.

Her stern is broad and quite flat and well drawn out. This I consider a good quality. It will not hurt her running ability and will tend to prevent her from squatting and dragging the water after her when running dead before it, as she might do were the stern shorter.

Taking her altogether, she is a finely modelled boat, and were her bilges less easy the Columbia would have no easy task to defeat her.

In point of construction she is quite equal to Columbia, and I think it is safe to say that the Thorneycrofts have turned out as smooth a yacht as was ever launched.

Her rig is neatness personified, scarcely a piece of rope in sight. Of course the Columbia is neatly rigged, but the Shamrock quite equals her in this respect.

Her sails I have not seen, but the fact that they are from Ratsey's loft leaves nothing to be desired in that line.

Next week, when the Shamrock and Columbia meet, I expect to see the best race of the century.

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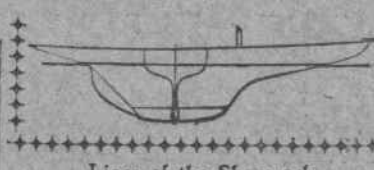
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Lines of the Shamrock.

### ACCIDENT COUNTS A LOSS.

INASMUCH as we are of the opinion that the America's Cup races are no less a test of the strength of construction of the competing vessels than of their sailing qualities, and it is deemed advisable to avoid the embarrassment in which a vessel finds herself when called upon to decide whether to withdraw from a race upon the occurrence of an accident disabling her competitor, it is agreed that in the races between the Shamrock and the Columbia each yacht shall stand by the consequences of any accident happening to her, and that the injured vessel shall sail out the race.

THOMAS J. LITTON,  
C. OLIVER ISBLIN.  
New York, Sept. 27, 1899.

Minerva days, but the man of Calluna, Isolda and Albatross.

In modern racing machines their shape has little to do with their success or failure. It is simply a question of weight and power.

Given sufficient power to drive the hull, the hull will win every time. The making of these machines is no longer a designing but an engineering feat.

These speak for nothing. Weight is what counts. Take the cases of Genesee and Beaver, of Hostess and Helios. In both contests the carefully designed boat won simply because she was lighter.

So you will find it in every cup race. We have won because we have always had the lightest hull and the power to drive it.

This time how do we stand? If Columbia weighs more than Shamrock she will be outclassed in winds any force; if she weighs less she will find it no effort to keep the cup.

Joint Yacht Committee  
Agrees on Conditions.

A JOINT meeting of the committee on the challenge of the Royal Ulster Yacht Club for the America's Cup and the Royal Ulster Yacht Club committee was held at the club house of the New York Yacht Club yesterday afternoon.

Several important modifications were made in the conditions for the international races. It was agreed that in the event of interference by excursion boats a protest could be lodged with the Race Committee.

The protest was found to be made on sufficient grounds it would be laid before the joint committee for action.

The other modifications were in regard to the signals and the starting line. Those present at the meeting were Vice-Commodore Lewis Cass Ledyard, Rear-

Commodore August Belmont, Secretary J. F. S. O'Brien, Treasurer F. W. J. Hurst, Commodore Edward M. Brown, ex-Commodore E. D. Morgan, Herman R. Duray, and Henry F. Lippitt, representing the Committee on Challenge and Vice-Commodore Sherman-Crawford, Secretary Hugh C. Kelly and Mr. McGilgenny, of the Royal Ulster Yacht Club Committee.

Sir Thomas Lipton and Designer Fife were also present at the meeting.

Commodore J. Pierpont Morgan resigned from the committee owing to the fact that he is part owner of the cup defender Columbia.

On Sept. 1, 1898, or over a year ago, the Journal published the full conditions governing the proposed race between the Shamrock and Columbia for the America's Cup.

The principal conditions were as follows: NUMBER OF RACES.

This match to be decided by the best three out of five races.

First race to be sailed on Tuesday, Sept. 27, at 12 noon, from Sandy Hook Lightship, Second Race—Equatorial triangle. Third Race—Sail on Tuesday, Sept. 27, from the lightship to the starting line.

Fourth Race—Sail on Tuesday, Sept. 27, from the lightship to the starting line. Fifth Race—Sail on Tuesday, Sept. 27, from the lightship to the starting line.

Length of Courses.

In every course the signal to be as nearly as possible thirty minutes in length.

Signals.

The preparatory signal shall be given fifteen minutes before the starting signal, and a change in time of start, a preliminary signal shall be given fifteen minutes before the preparatory signal.

TIME LIMIT.

If in any race time shall run over the course and a half hour, such race shall not count, and must be repeated.

STARTING SIGNAL.

To be as nearly as practicable at 11 a. m. If a race is not started by 130 P. M., the Race Committee shall have the right to declare the race postponed for the day, and no race shall be sailed on Sept. 27.

At yesterday's meeting the following modifications and changes were agreed upon:

1. A preparatory signal shall be given fifteen minutes before the starting signal, and a change in time of start, a preliminary signal shall be given fifteen minutes before the preparatory signal.

2. The provision that if a race is not started by 130 P. M., the Race Committee shall have the right to declare the race postponed for the day, and no race shall be sailed on Sept. 27.

### IN CASE OF INTERFERENCE THE REMAINING RACES MAY BE PRIVATE.

ON the subject of overcrowding by excursion steamers, the joint committee agreed upon the following:

In case either contestant shall complain to the Committee on Challenge that his vessel has been interfered with by excursion steamers or other vessels in any race, the committee will take the complaint into consideration, and if it finds it well founded, will seek a conference with the committee of the Royal Ulster Yacht Club, with a view of arranging for the sailing of subsequent races without public notice.

By 1:30 P. M. the Regatta Committee shall have the right to declare the race postponed for the day, and that no race shall be started after 3 P. M., and that no race shall be started after 12:30 P. M.

3. The provision for the presence on board during the race of a representative named by a competitor was changed by adding that a representative of the yacht should be present during all measurements.

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